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1. All trains which are sent through Küstrin travel via Gerdauen.

2. The Polish railway authorities will accept only trains which do not weigh more than 1300 tons.

3. Cargoes which are listed on manifests and in reports as "machine parts" as a rule are made up of the following items: parts for sugar-refining plants, movable parts (fahrbare Aggregate), work benches, lathes (Drehbänke), crane carriages (Laufkatzen), and conveyor belts (Förderbänder), and parts for bridges. The trains on which these articles are transported usually have 45 cars.

4. Trains passing through Küstrin which carry cargoes of potash go only as far as Poland. They usually are made up of 50 cars (100 axles). Trains which have loads of cellulose fiber (Zellwolle), especially platform, usually have 56 cars (112 axles) and four cars with eight axles, for the use of guard personnel.

5. The Küstrin station has only one main track which leads to Poland. There are also, however, seven switching tracks. Four of these switching tracks are very short.

6. Three times each week a light freight train (Leichtgüterzug) (Lelg) arrives in Küstrin. The trains have two large box cars (Großraumwagen) which are loaded with glass goods.[1] The trains arrive from Jena and Zöllen; their cargoes are in boxes which are labeled for shipment to China. The boxes usually contain ships' compasses, prism glasses, and laser equipment. Each freight car usually carries 15 boxes.

25X1 [redacted] Comment. [1] Possibly a translation of the German word Stückgut = packaged goods.

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